

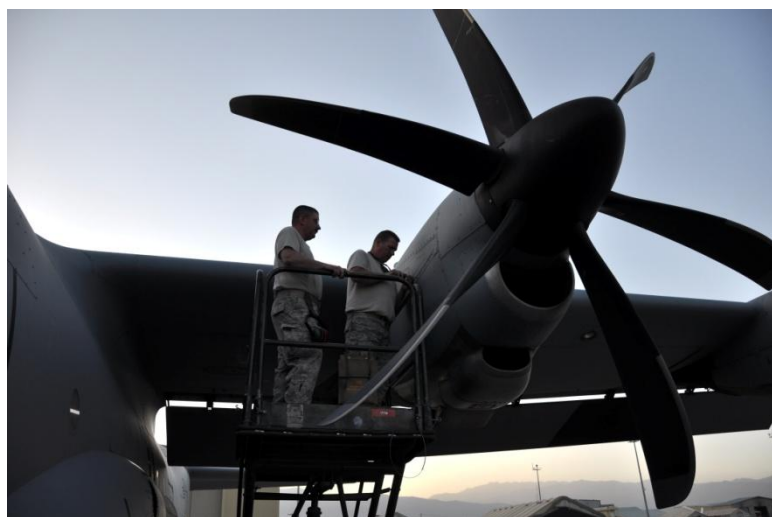


NEWS RELEASE

U.S. Air Forces Central Command Public Affairs

September 27, 2011
Release Number 05-09-11
FOR IMMEDIATE RELEASE

Airpower Summary: 18 – 24 Sep 2011



C-130Js improve Bagram's airlift, airdrop capabilities

Senior Airman James Mitchell removes an engine cowling on a C-130J Hercules aircraft from the 774th Expeditionary Airlift Squadron Sept. 20, 2011, at Bagram Airfield, Afghanistan, as Tech. Sgt. Wayne Warner looks on. Both Airmen are 774th EAS maintainers. Mitchell hails from North Kingston, R.I., while Warner is a native of Warwick, R.I. (U.S. Air Force photo/Staff Sgt. John Wright)

BAGRAM AIRFIELD, Afghanistan -- The 774th Expeditionary Airlift Squadron recently filled its ranks with two new C-130J Hercules aircraft and aircrew units.

Almost two dozen C-130Js and a full complement of aircrew and maintenance personnel split between California Air National Guard's 146th Airlift Wing and Rhode Island Air National Guard's 143rd Airlift Wing replaced C-130H-model guard units from Alaska and New York.

"Our mission is airlift and airdrop to all the forward operating bases within country," said Lt. Col. Bill Willson, 774th EAS commander and C-130J pilot. "The primary way the forward operating bases get supplies is by airlift or airdrop. We are their lifeline of sustainment."

The previous guard units Willson's crews replaced maintained consistently high, fully mission capable and sortie effectiveness rates, but his people are ready to tackle the challenge and set the bar even higher, since the C-130J model is considered the "latest and greatest."

In their first month alone, the 774th EAS flew more than 900 sorties with a 99.9 percent sortie effectiveness rate, completing approximately 40 airdrops and delivering more than 3,100 tons of cargo.

The C-130J incorporates state-of-the-art technology to reduce manpower requirements, lower operating and support costs. The aircrafts' improved engines enables the J model to climb faster and higher, flies farther at a higher cruise speed, and takes off and lands in a shorter distance. It has 15 extra feet in the fuselage, increasing usable space in the cargo compartment.

"These airplanes are considerably more capable than the H model," Willson said. "It's the equivalent of adding an additional engine and two pallet positions. It can carry approximately 40 percent more load, giving us a much higher fully mission capable rate. We can actually do the same job with 10 Js that it takes 15 Hs to do."

Willson said one of the more significant improvements is the ability to more accurately airdrop from high altitudes, which makes it safer for the aircrews, especially in the area of operations.

To read the complete story and for more photos, visit
<http://www.afcent.af.mil/news/story.asp?id=123272758>.

The Combined Forces Air Component Commander's airpower data for the week of 18 – 24 Sep 2011:

Airpower Summary for the week of 18 - 24 Sep 2011								
Close Air Support	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	TOTAL
Operation Enduring Freedom	83	93	87	92	81	74	87	597
Operation New Dawn	16	16	16	16	16	16	16	112
Weapons Releases								
OEF	12	49	27	20	34	10	28	180
OND	0	0	0	0	0	0	0	0
ISR								
OEF	99	102	98	99	102	97	97	694
OND	15	19	14	16	16	14	16	110
Combined Data								
Airlift Sorties	171	165	173	178	175	171	173	1,206
Airlift Cargo (Short Tons)	670	911	706	786	731	851	705	5,360
Airlift Passengers	3,693	2,856	3,570	2,084	3,766	3,133	2,889	21,991
Tanker Sorties	60	64	63	63	57	55	58	420
Fuel Offloaded (Thousands of Pounds)	3,159	3,749	3,392	3,525	3,202	2,938	3,502	23,467
Aircraft Refueled	258	306	275	267	258	217	287	1,868
PR/Medivac Sorties	14	18	21	8	25	17	19	122
Saves	2	6	3	0	3	5	4	23
Assist	4	4	3	7	5	4	10	37

(To see the complete CFACC Airpower Statistics, current as of August 31, 2011, please visit:
<http://www.afcent.af.mil/shared/media/document/AFD-110905-001.pdf>)

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